



SUMMARIZED MINUTES

CITY OF SCOTTSDALE TRANSPORTATION COMMISSION PATHS & TRAILS SUBCOMMITTEE

TUESDAY, FEBRUARY 7, 2017

City Attorney Large Conference Room
3939 N. Drinkwater Boulevard
Scottsdale, AZ 85251

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 8:36 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below and introductions were made.

ROLL CALL

PRESENT: Gary Bretz, Commissioner, Transportation Commission
Fred Klein, Commissioner, Parks and Recreation Commission
Linda Whitehead, Subcommittee Member

ABSENT: Robert Stickles, Chair
Michael Kuzel, Subcommittee Member

STAFF: Madeline Clemann, Transportation Planning and Transit Manager
Susan Conklu, Senior Transportation Planner
Frances Cookson, Staff Representative
Gary Meyer, Senior Project Manager

2. PUBLIC COMMENT

There were no public comments.

3. APPROVAL OF MEETING MINUTES

SUBCOMMITTEE MEMBER WHITEHEAD MOVED TO APPROVE THE MINUTES OF THE DECEMBER 6, 2016 MEETING AS PRESENTED. COMMISSIONER KLEIN SECONDED THE MOTION, WHICH CARRIED BY A VOTE OF THREE (3) TO ZERO (0). CHAIR STICKLES AND SUBCOMMITTEE MEMBER KUZEL WERE ABSENT.

4. CIVIC CENTER MALL MASTER PLAN UPDATE

Gary Meyer, Senior Project Manager, reviewed the progress of the Master Plan to date as follows:

- Public Meeting – Oct. 28, 2015
- Public Meeting – Nov. 18, 2015
- Extensive public outreach & stakeholder meetings
- Project was put on hold during discussions of downtown public space master planning (Canal frontage, Loloma area)
- Public Meeting – Jan. 25, 2017

Existing functionality issues include:

- Need better functionality for events
 - Improved permanent stages
 - Power, lighting, sound system
 - Storage
 - Truck access
 - Wayfinding
- Improve public space & infrastructure:
 - Circulation and wayfinding
 - ADA accessibility
 - Drainage issues
 - Improve visibility from Main St./Brown Ave.
 - Resolve bridge deterioration issues
 - Reduce fountains/water surface

Mr. Meyer reviewed the proposed site plan schematics. Commissioner Bretz commented that it appears there will be increased accessibility to those with mobility issues.

Next steps include:

- Municipal Use Master Site Plan update
 - Development Review Board

- Planning Commission
- City Council
- Design Concept Report – includes conceptual landscape plans

Subcommittee Member Whitehead stated that a friend is a Downtown merchant and has expressed some concerns regarding the plan. A major concern was the proposed relocation of the restroom. Now that it is back in its original place, this concern is resolved. Another concern revolved around changing the level at the west end, which would make it necessary to access the Trailside Galleries via ramp. Mr. Meyer stated that the landscape architect is looking at some additional options. One option is to decrease the three and a half foot separation to a foot and a half to two feet.

Subcommittee Member Whitehead said that her friend and colleague was also concerned about the removal of any available parking, as this is known to be a problem in the Downtown area. She noted Mr. Meyer's comments that any lost parking would be replaced, however, it is notable that with changes slow to come, it might be some time before the parking is replaced. Mr. Meyer said that removal and replacement of parking at the same time would have to be a priority.

Subcommittee Member Whitehead stressed the need for renaming the area from Civic Center Mall to something more descriptive of its true nature. Mr. Meyer agreed. He has been speaking with Brent Stockwell, Assistant Manager, who indicated he is personally taking up this issue.

Subcommittee Member Whitehead commended staff for its decision to not move or alter the Yearlings or the Nevelson public art features.

Commissioner Bretz asked about the proposed location of parking additions. Mr. Meyer referred to the eastern portion and indicated on the map the location of possible parking. Commissioner Bretz suggested adding parking to the west instead, in order to keep it as convenient as possible. The area of greatest need is in the Downtown.

5. ADERO CANYON

Susan Conklu, Senior Transportation Planner, stated that Adero Canyon has had extensive public outreach over the years, from 2004 to 2014. There are two bike connections that link together. The one being discussed today is in Fountain Hills. The history of the area involves Scottsdale's Hidden Hills neighborhood. Around 2000, the City decided to abandon having Via Linda as a future connection to Fountain Hills as a major collector. This left no alternative for people riding bikes or walking to move between the cities.

As a compromise, the idea was developed to establish a public easement for this use on 145th Way. At the time, this was seen as a good solution for connectivity. As the neighborhood was built up and bike riders began to use it, issues arose, partly because

it was a dead end. Over the years, the HOA has approached the City at various times with its concerns. The City has done outreach in an attempt to mitigate problems.

In 2012, public use of the easement was put on hold behind the gates in the private portion of the street. Outreach was also conducted. Around this time, it was discovered that Scottsdale holds a public easement in Fountain Hills in Adero Canyon. At the time, Scottsdale approached the developer, because Fountain Hills said it would stipulate to build the connection between the two cities. The extension is approximately 0.3 miles long.

Scottsdale approached the builder to ask whether they would be interested in building the extension sooner than the rest of their project was slated for completion, however the developer indicated that this was not an option at the time. When staff realized that Scottsdale held an easement, they looked at the possibility of a City-built connection, even on a temporary basis. This option was determined to be unfeasible. Again, the public easement was closed and staff took the approach to wait and see how it develops.

The developer updated its plat, which was approved by Fountain Hills in 2014. The developer began its design, including changing its original plans. There is still access between the two cities, including public vehicle access for emergency route needs. Scottsdale fire and transportation staff have worked since 2014 to provide comments and input on the designs with Fountain Hills staff. Changes included widening the switchback area and broadening the grade-out. Adjustments were also made to the location of the easement itself. Scottsdale's planning department was involved in this process, which led to a new plan dedicated to the Town of Fountain Hills and to Scottsdale. At this point, the developer is awaiting permits from Fountain Hills to start construction.

The remaining question is in regards to the fact that this will not be a road/bike connection. Once it is constructed, there are questions as to whether it can be open to the public without waiting for other things to be completed in the area.

Before the time of the opening of the public easement, staff will address the easement on 145th Way, working with the HOA to change the gates and acquire the necessary permits to do the work. Staff will also reach out to the cycling community, informing them about the opening connection and that this portion of the connection is still a private street.

Commissioner Klein referred to the Sunrise Trailhead and asked who operates the barrier. Ms. Conklu said that it is owned by the HOA. Commissioner Klein stated that this has been a point of dispute for a very long time with lots of complaints. Residents of the area are not pleased with the traffic. Subcommittee Member Whitehead added that cyclists were using it as a private training route without consideration of homeowners' concerns.

Subcommittee Member Whitehead stated her belief that there was connectivity approved and underway between Scottsdale and Fountain Hills via the multiuse path on the south side of Shea. Ms. Conklu said that in December, 2014, the Transportation Department deferred the project, because the costs rose from approximately \$300,000 to \$500,000 to over \$1.5 million. Commissioner Bretz stated that at a Transportation Commission meeting some time ago, there was agreement that the City should not have to pay such a large proportion of the costs, however Fountain Hills indicated they were unable to fund the project at the required levels.

Commissioner Klein asked for a summary of the current status of Adero Canyon. Ms. Conklu said that the developer began its design in 2014. The design has been completed. The easement is dedicated for public use, however the property owner will be responsible for the maintenance. The developer is waiting for permits from Fountain Hills to begin construction on the path and other areas. The path will be concrete and ten feet wide, with 14 feet width in the switchback, tight turns. There will be directional signage at both ends.

6. SEPARATED BICYCLE LANES

Ms. Conklu stated that separated bicycle lanes differ from traditional bike lanes because users are separated from vehicular traffic and sidewalks, either through wider striping areas or vertical devices. They function as either one-way or two-way bike lanes.

Until 2001, there were only 78 existing separated bike lane projects in cities across the United States. Separated bike lanes emerged across the U.S. in 2011 when the Green Lane Project was launched by the PeopleForBikes organization. Since then, the number of separated bike lanes quadrupled and the infrastructure gained guidance and funding support from the Federal Highway Administration of the U.S. Department of Transportation. To date, over 387 separated bike lane projects that have been built in 106 cities.

There are multiple forms of separation including:

- Striped buffer
- Delineator posts
- Bollards
- Concrete barriers
- Raised medians
- Raised lanes
- Bumps
- Planters
- Parking stops
- Parked Cars
- Combination of treatments

The League of American Bicyclists recommends cities add separated bike lanes to encourage more people to ride bikes, including families and less experienced cyclists. The feedback received in 2015 when the City was reapplying for its Bicycle Friendly Communities designation recommended adoption of bike facility selection criteria that increases separation and protection for bike riders. More separation is needed in higher stress networks. On roads where vehicular speeds exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes, buffered bike lanes, or parallel ten foot shared use paths. Cost projections range from \$50,000 to \$500,000 per mile.

Key considerations when planning, building, and evaluating separated bike lanes include:

- Intersections, potential conflicts, and turning movements
- Driveways
- Transit stops
- Accessible parking
- Loading zones
- Storm water drainage
- Maintenance such as sweeping
- Data and safety
- Transition to and from regular bike lanes or shared use paths

Ms. Conklu identified local examples of separation via photographs. Scottsdale completed its first project last fall at 96th Street, one-quarter mile from Thunderbird to Redfield. The striping was reconfigured, taking it from four lanes with a center turn lane to a two-way buffered bike lane.

Commissioner Bretz commented that Scottsdale and Hayden would certainly benefit from a bicycle separation, however, there is a lack of space. If traffic lane space is reduced, this would lead to greater congestion and possibility of collisions. Ms. Conklu acknowledged that there have been increases in traffic crashes were lanes have been installed. However, the volume of riders is so much higher with the changes, that it is difficult to determine if the crash rate has increased commensurate simply with the higher volume.

Ms. Conklu stated that both presentations will also be provided at the upcoming Transportation Commission meeting.

7. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Ms. Conklu stated that staff is looking at ways to add bike parking around Downtown this fiscal year or next, similar to what was done in the last couple years at the stadium and by the library. These included installation of bike racks. Staff has identified locations that would work well.

8. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Ms. Clemann asked for input on what the Subcommittee members would like to see presented in the future. Ms. Conklu said there had been discussion previously about a discussion on E-Bikes (electric assist bicycles), and that this is still slated for a future meeting. Commissioner Bretz suggested a discussion of Tempe's efforts in this area. Ms. Conklu noted that Tempe's Council approved an ordinance change in the last month and staff would be looking at the language of the ordinance.

Ms. Clemann said that there was a productive meeting with the equestrian folks and wondered if the Subcommittee would like to bring them back for discussion on a specific topic. Commissioner Klein commented that it would be helpful equestrian riders wore reflectors, as he had a close call with one recently.

9. PUBLIC COMMENT

There were no comments.

10. ADJOURNMENT

The meeting adjourned at 9:52 a.m.

SUBMITTED BY:
Frances Cookson

Staff Representative

***NOTE: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at**

<http://www.scottsdaleaz.gov/boards/Transp.asp>